

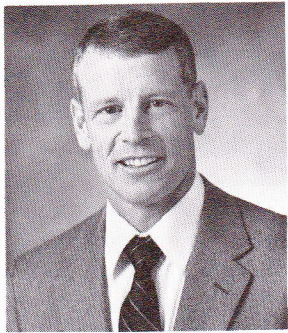
IDAHO AVIATION REPORT



VOLUME 35, NO. 2

SUMMER 1989

CHIEF'S BRIEF



Bill Miller

In this issue we feature Idaho's state-operated airstrips. Idaho is uniquely endowed with a system of public airports for recreational, mountain wilderness access, and emergency use. The background, present status and future plans are detailed in the article.

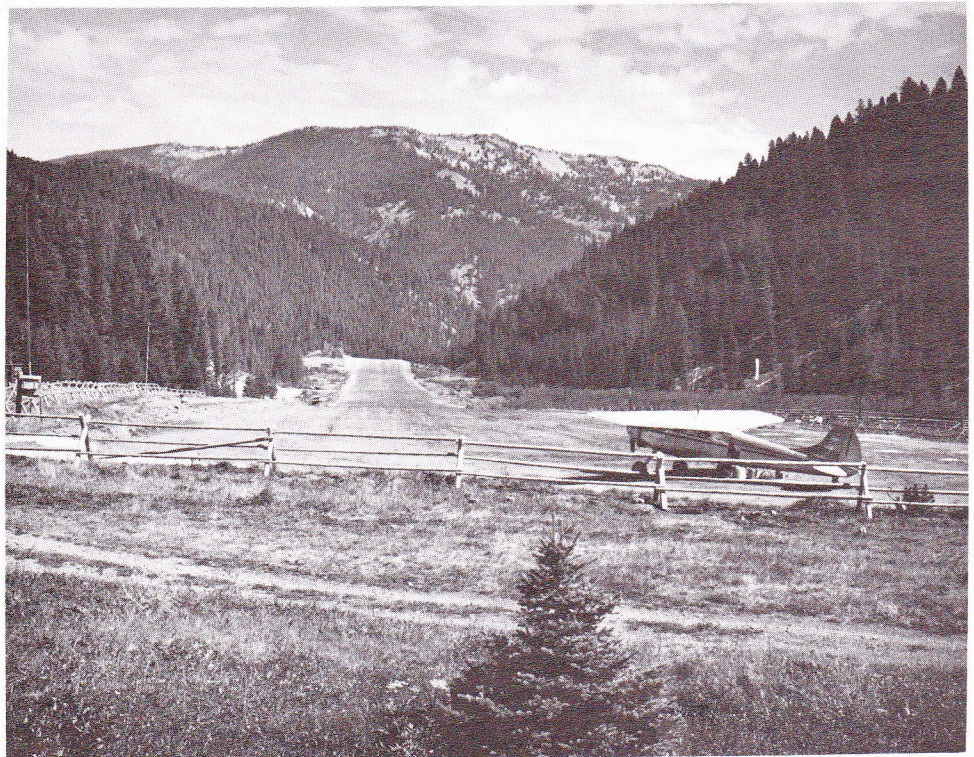
Aviation Association Formed

I am pleased to report that the Idaho Aviation Association is established and organized for action. The interim officers for the Association are dedicated and hardworking people who have built an excellent organization. My staff and I wish the IAA success and encourage all of you to join and become active in the Association.

10-Year Airport Financing

A study of Idaho's needed airport construction and

See back page



Big Creek Airstrip is one of many state-operated airfields.

IDAHO LEADS THE NATION IN STATE-OPERATED AIRFIELDS

No other state can boast the quality of state-operated airfields that Idaho has. Nearly $\frac{2}{3}$ of your 30 state airports offer some form of recreational opportunity, and several provide a combination of scenic environment, recreation, and services that is unmatched.

History

Idaho's experience with state-operated airfields began in the 1930s, but was given its greatest impetus by Mr. Chet Moulton, head of the Depart-

ment of Aeronautics from the mid-forties until the early seventies.

Moulton's vision, perseverance, and hard work produced a gift which continues to benefit flyers from Idaho and the nation.

Idaho law authorizes the state to construct, operate, and maintain airfields. A number of the 30 airstrips were originally established as emergency landing fields for pilots flying Idaho's traditional flyways, such as to the Chamberlain-Selway hunt-

See page 4

A NOTICE TO RICHTER VASI OWNERS

A number of Idaho airports have Richter VASIs installed for vertical approach guidance.

Previous state and federal directories have listed the Richter VASI as "Non Standard" with no slope clearance listed.

New publication guidelines for federal directories now show the Richter VASI as a tri-colored visual approach slope indicator (TRVC) and listed in the directory as TRIL (true-left) or TRIR (true-right).

Directory remarks will show time of operation (dusk to dawn), radio controlled, etc., and will state "VASI Glide Slope Set For Terrain Clearance."

Because of the new directory listing, it is imperative that airport owner/managers check the Richter VASI Glide Slope Alignment periodically to assure that the terrain slope clearance is maintained.

Idaho

Transportation Department

Governor CECIL D. ANDRUS

Director KERMIT KIEBERT

Deputy Director GEORGE NEUMAYER

Chief of Aeronautics WILLIAM MILLER

Aeronautics Advisory Board

Chairman HARRY MERRICK

Member WILLIAM PARISH

Member H.P. HILL

Bureau of Aeronautics

3483 Rickenbacker Street

Boise, ID 83705

TEN YEAR PLAN FOR AIRPORTS EXPLAINED IN FULLER DETAIL

In the Winter Issue we reported that to bring our state's 126 public owned/public use airports up to standards, \$111 million over the next ten years will be needed. In this issue we will give details of how these numbers were developed and what they mean.

In developing a list of required projects for each airport a set of general policies, or ground rules, had to be established. These policies are a statement of the quality of airport system desired in Idaho, as follow:

- All airports must meet the established design standards for which they are classified,
- All community access airports need Airport Layout Plans and a brief narrative explanation,
- All state-owned airports need frangible boundary cone runway markers,
- All federal aid, or NPIAS airports need current Airport Layout Plans and/or Master Plans depending upon their size and activity,
- All federal aid NPIAS airports need approved and standard airport pavements and airport lighting,
- All community access airports located at towns which are county seats or which have in excess of 3000 operations need runway lighting,
- Taxiways and aprons must be paved if the runway is paved at any airport,
- The taxiway and apron must have retro-reflective reflectors if the runway is lighted at any airport, and,
- All community access airports needed paved operational surfaces.

The \$111 million would put all Idaho's airports in first-class shape. However, as we all know, our desire for the best must always be governed by our pocketbook. What Idaho's aviation users must decide is how much improvement they are willing to pay for.

The chart entitled "Facility Plan Improvements Costs" (on next page) depicts

where the \$111 million needs to be spent on the airports. The cost for runway, taxiways, and aprons make up $\frac{3}{4}$ of the total. Notice also that land acquisition and planning make up another 10 percent. The two major cost items in the buildings and miscellaneous are T-hangars and facilities for aerial ag chemical applicators.

Using the traditional formula for sharing the costs of airport/facilities development, the needed \$111 million costs are distributed as follows:

Federal Share ... \$71.5 million

State Share 16.5 million

Local Share 23.0 million

The State share, for which the Bureau of Aeronautics would be responsible is \$1.65 million per year.

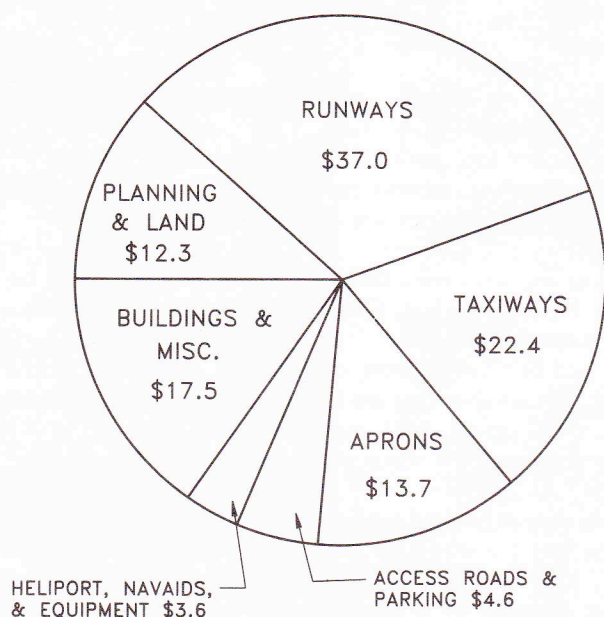
These figures should not be viewed with alarm. The costs shown are for everything that is needed. Obviously, we can get along with something much less which still provides reasonable service and safety. However, one thing must be made clear concerning airport costs. It costs much less to **maintain** runways, taxiways, and aprons than it does to **rebuild** them once they have deteriorated. A number of Idaho airports are already approaching the point of deterioration. Another point related to airport development is that airport construction and maintenance costs have increased approximately 75 percent over the last ten years. This factor has clearly reduced the amount of airport work that each dollar will buy.

The Bureau's airport development grant program over the last ten years has varied from a high of \$450,000 per year to a low of \$0.0 per year. For the current year it is \$200,000. This state airport aid program is financed by aircraft registration fees and an aviation fuel tax (see article in *Winter '88 issue*).

The Bureau of Aeronautics plans to meet with all aviation users this summer and fall to discuss aviation funding. Each of you should participate and make your feelings known. We will keep you posted on when and where.

FACILITY PLAN IMPROVEMENT COSTS

IDAHO AVIATION SYSTEM PLAN



RECOMMENDED IMPROVEMENT COSTS
IN MILLIONS OF DOLLARS (1988)

RIVER OF NO RETURN FLY-IN IS SUCCESSFUL

The second Annual "River of No Return" Mountain Flying Seminar concluded on Sunday, June 11th, after a four-day event filled with lots of flying combined with ground school courses oriented to mountain flying.

Twenty-five aviators came into Challis as early as Wednesday the 7th, to begin the flying training on Thursday morning at the crack of dawn. A total of 40 people attended the ground school which this year included a survival training course presented by an instructor from the United States Air Force Aircrew Survival School at Fairchild AFB, near Spokane.

For the second straight year, the seminar drew rave review notices from the participants. Even the second year pilots continue to be inspired by the unmatched beauty of the Idaho backcountry. This year's participants included a couple from Detroit, Michigan, who came out west to see what mountain flying is all about.

Once again, the City of Challis showed why people like to return to visit. The hospitality shown to all the seminar participants was exemplary. Bob Friatti's Sunday afternoon barbeque was just the right touch to cap things off after four days of intensive flying and classroom sessions.

Congratulations to Bob and Kathy Plummer for another successful event. Their hard work and the efforts of the instructors were key factors in making the second edition of this seminar such a hit. See you there next year!



Dave Wall

SANDPOINT AIRPORT PROJECT IS CREDIT TO DAVE WALL'S DEDICATION

Our hats are off to Dave Wall, Chairman Sandpoint Airport Board, for his untiring efforts to push the recently finished \$1.5 million airport reconstruction project to completion. The project included reconstruction of the runway, taxiways, and apron; much needed drainage improvements; and a new runway lighting system.

Other improvements planned within the next 18 months include a VASI, DME, AWOS, apron expansion, and land acquisition. Additional efforts by Dave, the airport, and others include certification of a non-precision approach, enticing commercial carriers to provide service to the airport, and establishment of a customs operation to allow Canadian charters to fly direct to Sandpoint.

A major effort was required just to get this project started due to an earlier failed attempt. The FAA was reluctant to reinstate this effort which was earlier attempted in 1976 at which time the county was declared to be in default of their grant as a result of not acquiring adequate land title.

After several long and heated discussions through the mails and over the telephones these objections were overcome and the project was ultimately completed.

Dave was appointed to the Airport Board in 1982 at which time he was made Chairman. A holder of a private pilot license, Dave believes strongly in the economic development of Sandpoint and that airports are important community assets.

His commitment to economic development is well supported as he has also served on the Bonner County Economic Development Committee, the Waterways Commission, Executive Committee of Sandpoint Unlimited, the Business Development Committee, and is the incoming President of the Idaho Auto Dealers Association.

In addition, Dave is also a member of the Elks and a Rotarian. Additionally, he somehow finds time to be owner and manager of Evergreen Nissan Ford in Sandpoint.

Again, thank you Dave Wall for your dedication and perseverance. You've made significant contributions to aviation and economic development in Bonner County and the State of Idaho.



BE SURE AND MEET YOUR CARETAKERS

Since this issue features an article on the state-operated airports, we thought this would be a perfect opportunity to introduce our caretakers.

In the photo above top row from left to right: Mike Feller, Porthill Airport; Gene Nett, Cavanaugh Bay; Ken Marsters, Garden Valley and the bottom row is husband and wife team Frank and Cindy Reed, Johnson Creek Airport.

Please make a point of visiting with them anytime you fly into their airports.

STATE OPERATED AIRPORT STORY continued . . .

From page 1

ing and fishing region, the north-to-south air corridor, and the east-west route connecting the Boise valley with Pocatello and Idaho Falls.

Although still important for emergency use, many of these fields now provide recreation, community access, and a training ground for beginning mountain flyers. The services and opportunities of your state airstrips are summarized in the box titled State-Run Airfield Summary.

The cost for operating, maintaining and improving these 30 airstrips this year will be about \$200,000 or 18 percent of the Bureau's budget. Five of the most heavily-used have caretakers assigned during the busy summer season.

The majority of these fields are held by lease, permit, or easement from other federal or state agencies. The state owns six, and another five are held under leases or easement agreements with private landowners.

Recent actions by the Bureau have assured the status of the state's Magic Reservoir and Garden Valley airstrips.

Future state airport actions by the Bureau will include efforts to reacquire Cascade Reservoir airstrip, and an examination into the feasibility of a landing strip on the main Salmon River.

The decommissioning of Quaking Aspen Butte is planned when its BLM lease expires in 1990. This action was proposed in the summer 1988 issue of Idaho Aviation Report.

Some of the airstrips will also receive improvements to their camping facilities. Suggestions from pilots using these strips are encouraged and welcome.

Information on each state airstrip is in the Idaho Airport Facilities Directory, which should always be consulted prior to use. Additional information is available by calling the Bureau of Aeronautics (208) 334-8775 or by checking with an area flight instructor or FBO.

Remember – mountain flying proficiency, awareness of density altitude, your aircraft performance capabilities, and consideration for temperature and weather conditions are extremely important elements for safe and proper operations at mountain/high altitude airports.

If you haven't used Idaho's state airstrips lately, why not plan a trip? Awaiting you is a wide array of scenery; access to outdoor activities such as fishing, hiking, hunting, floating and camping; courtesy car, restaurant and lodging service; and, of course, access to communities and their services.

You can even get U.S. Canadian Customs service at Porthill for that trip to Canada. Plan to visit as many state airfields as you can – you'll be glad you did!

ARTICLES NEEDED FROM READERS

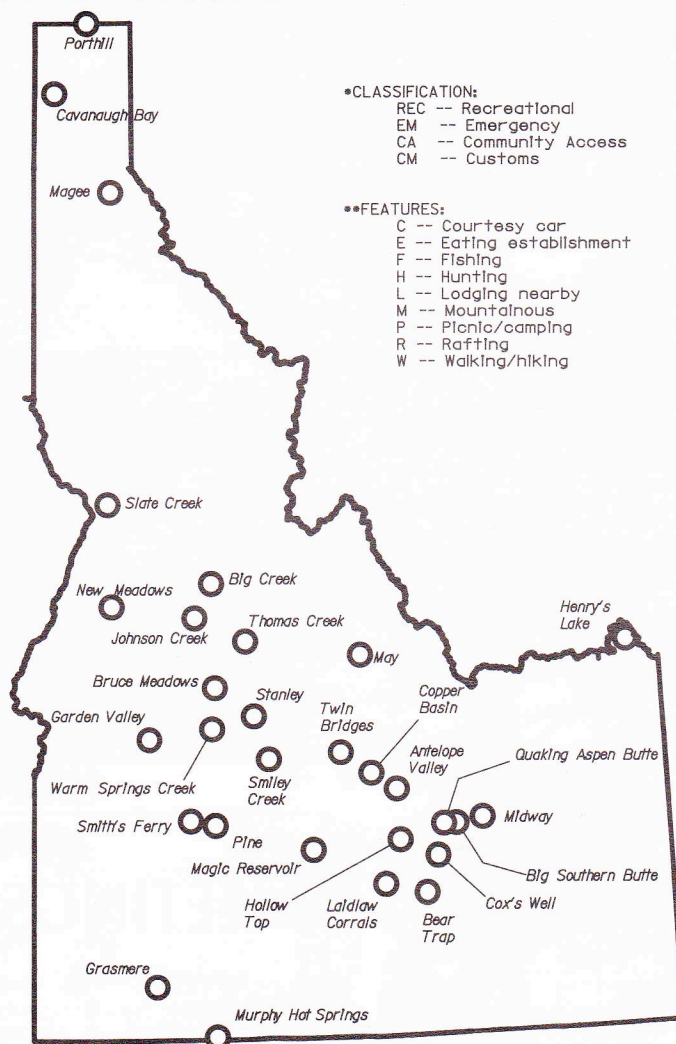
If you have something in mind that would promote flying safety, airports, public interest in aviation, or would be otherwise important to furthering aviation, turn it into an article.

Limit it to one column, word it concisely, then send it in. Good quality black and white photos, if appropriate, always help.

We'll exercise a little editorial license and try to include it in our next edition.

STATE-RUN AIRFIELD SUMMARY

Airport name	CLASSIFICATION*			FEATURES**						
Antelope Valley	REC								H	
Bear Trap		EM								
Big Creek	REC				E	H	L	M	P	W
Big Southern Butte		EM								
Bruce Meadows	REC					F	H		M	P
Cavanaugh Bay	REC				C	E	F		L	M
Copper Basin	REC	EM							H	W
Cox's Well		EM							H	
Garden Valley	REC					F			M	P
Grasmere		EM								
Henry's Lake	REC					F		L		
Hollow Top		EM							H	
Johnson Creek	REC				C	E	F	H	L	M
Ladlow Corrals		EM							H	
Magee	REC					F	H		M	P
Magic Reservoir	REC					E	F		L	
May		EM							H	
Midway		EM								
Murphy Hot Springs	REC	EM				E		H	L	
New Meadows			CA			E			L	
Pine	REC	EM				E	F		M	P
Porthill	REC		CM			E	F			P
Quaking Aspen Butte		EM							H	
Slate Creek	REC	EM				E	F			R
Smiley Creek	REC				C	E	F	H	L	M
Smith's Prairie	REC	EM							H	M
Stanley	REC		CA			E	F	H	L	M
Thomas Creek	REC					E	F	H	L	M
Twin Bridges	REC	EM					F	H		M
Warm Springs Creek	REC					F	H		M	P



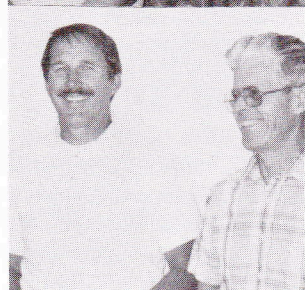
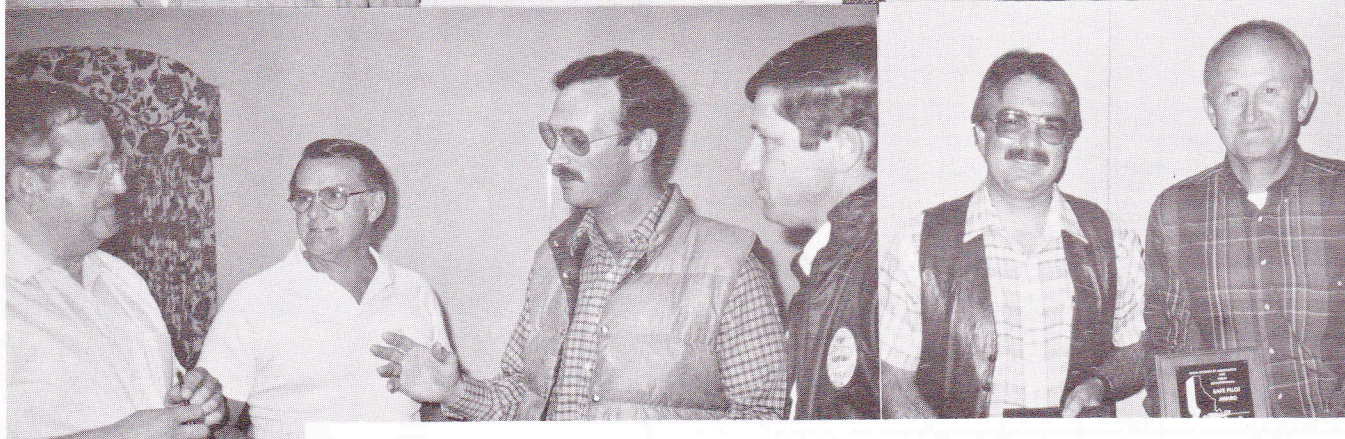
The new Aeronautical Chart is now available. Contact the Bureau of Aeronautics for details.

IMPORTANT REMINDER

Changes to airport facilities, operating procedures, or other special situations can occur at any time. In order for the Bureau of Aeronautics to inform you of them, we must have your current address.

Extra mailing expense is also involved when we mail to your old address. Please advise the Bureau if you have recently moved or expect to soon.

Thanks.



MEETINGS HONOR PILOTS

Safe Pilot Award meetings were held during April and May in Coeur d'Alene, Lewiston, Pocatello, Twin Falls, and Boise. Many Idaho pilots received lapel pins or plaques recognizing the number of years for which they qualified as Safe Pilots.

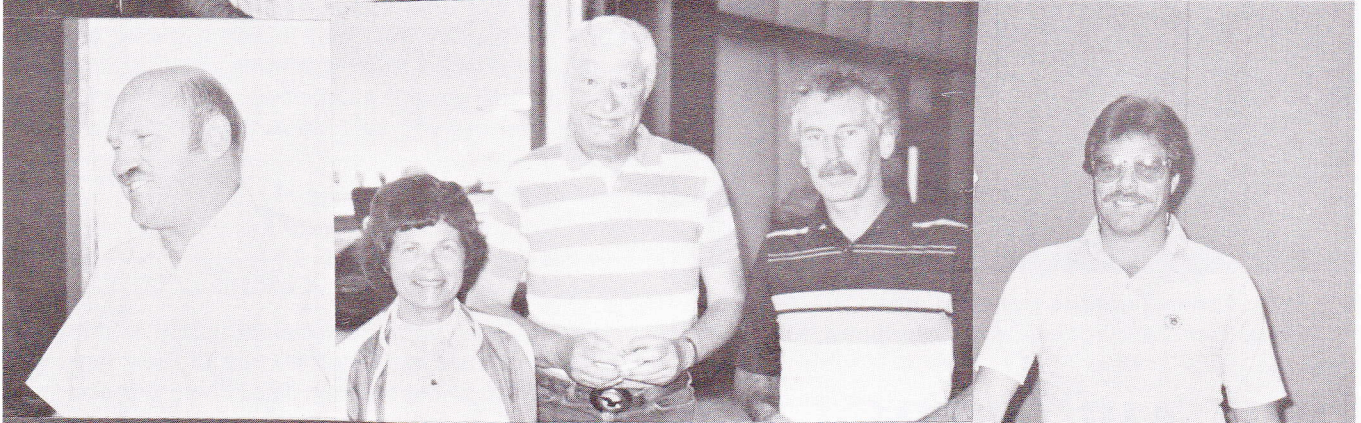
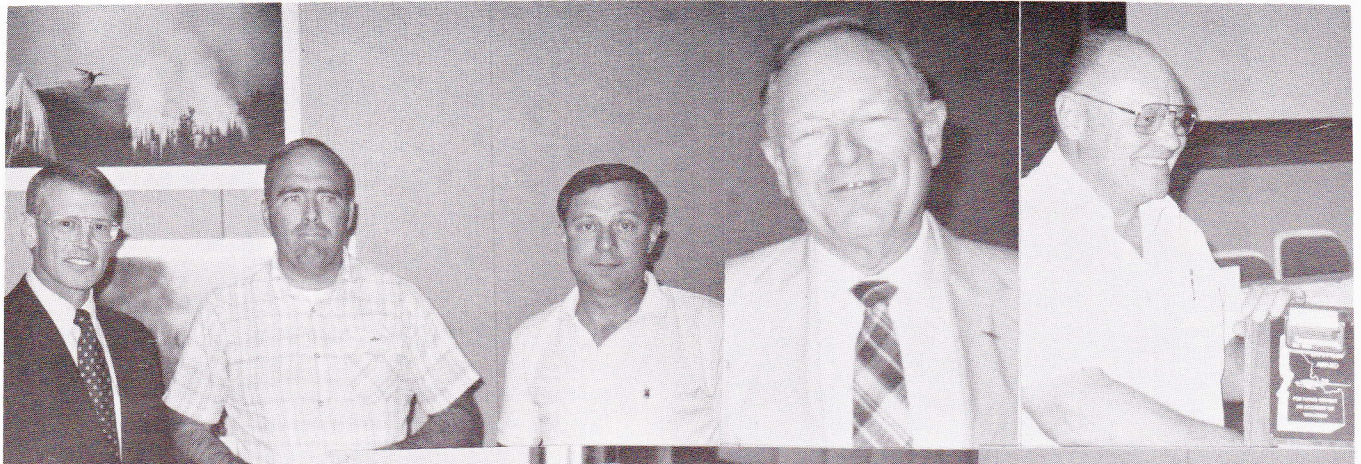
Idaho pilots qualify for awards based on points earned for hours flown, dual time, safety seminar attendance, checkrides, and continuous accident-free years.

Silver lapel pins showing safe-piloting years are given through the

first ten years, gold for 11 and greater, gold for 20-24, and gold with gemstone for 25 years or more. Also, a special pin is awarded for over one million miles of safe flying. Shown here are some of this year's award recipients.

Special thanks to the following for help with the meetings: Gene Soper, Coeur d'Alene; LCSC, Lewiston; Bob Hoff, Idaho Falls; Len Nelson, Pocatello, Harry Merrick and Dell Van Orden, Twin Falls; and BIFC, Boise.







Idaho Wing Communications Director Captain Bill Netzloff and Mission Pilot Captain Ken Bacon stop during recent duty.

CIVIL AIR PATROL IS READY TO SERVE US

The Civil Air Patrol (CAP) is comprised of a group of volunteers, men, and women, adults, and youngsters who stand ready to serve in emergencies. It is an auxiliary of the United States Air Force.

This nationwide organization has a wing in every state and is composed of squadrons located in many communities statewide. These squadrons constantly train to assist in search and rescue missions, or in times of local or national disaster.

In Idaho, SAR (Search and Rescue) exercises are conducted each month, except during the winter. These are based in different communities so that flying and ground search teams gain experience in the varied geography our state offers. In May, the Idaho Wing joined with the Nevada group for an exercise based at Jackpot, Nevada.

The cadet element of CAP provides opportunities for young people to learn and to serve in ground teams who search for ELTs, practice first aid, and at the base, handle most of the traffic direction, parking of aircraft, and many other tasks. The cadets take courses such as communications and aerospace education.

Using primarily their own aircraft or planes they have rented for the occasion, CAP senior members fly a variety of sorties regularly. They certify low altitude routes for the Air Force and Air National Guard. They make "blood runs" and swiftly transport donated body organs.

CAP seniors, and cadets are eager to help wherever, and whenever they are needed. For more information about CAP, write or call 4696 Overland Road, Room 428, Boise, Idaho 83705; 345-8263, or wing HQ 344-1221, in Boise.

FAA TO HOLD PUBLIC HEARING ON RULES GOVERNING CERTIFICATION

A recent Federal Register publication may be of interest to everyone involved in general aviation activities. A synopsis of the information follows.

In the May 25 publication of the Register, the FAA announced that from public hearings will be held around the country this year, to solicit public input concerning revisions to rules governing certifications for pilots, flight and ground instructors, and flight schools.

The hearings will be held at these locations and dates:

- Washington, D.C., Sept. 12, 13
- Chicago, IL, Sept. 19, 20
- Los Angeles, CA, Oct. 3, 4
- Lake Buena Vista, FL, Oct. 16, 17

Persons who wish to comment at any of these hearings are requested to submit a copy of their statement to the FAA prior to the hearing date. There are also provisions to mail in comments for those who are unable to attend any of the hearings.

The topics for discussion are outlined as follows:

1. Structure and content of the various pilot and flight instructor certificates and ratings.
2. Requirements for written tests, practical tests, and proficiency checks.
3. Basic requirements for certificates and ratings.
4. Areas to strengthen training requirements.
5. Instructor duties and qualifications.
6. Defining key concepts and terms.
7. English language requirements.
8. Part 141 pilot schools training requirements.
9. Instructors.
10. Part 143, ground instructors.
11. Training needs identified by the futures panel who participated in the Job Task Analysis.
12. Additional.

This is a very brief recap of a four page document. If you are interested in a full text copy of this notice, give Nancy a call at the Bureau and she'll help you get the information you need.



Volunteers are helping maintain airstrips throughout the state.

VOLUNTEERS SPRUCE UP THOMAS CREEK AIRFIELD, OTHERS

Thomas Creek airstrip received help from volunteers Saturday, June 24. Coordinator Jerry Terlisner of the Ada County Aerial Sheriff's Association and other volunteers performed assembly, placement, and painting of new advisory and information signs for the airport.

Thanks to volunteers Jerry Terlisner, Neal Bryson, Don Stevenson, Gene and Kathy Auwen, and Bill Miller, the appearance and safety at Thomas Creek will be improved, particularly during hunting season.

The airstrip is in the Frank Church-River of No Return Wilderness along the Middle Fork of the Salmon River between Indian and Mahoney Creeks. Flyers visiting Thomas Creek enjoy excellent hiking, sightseeing, floating, fishing, hunting, and by prearrangement, services of the nearby Middle Fork Lodge.

Volunteer work was also done on USFS's Chamberlain, Cold Meadows, Cabin Creek, and Soldier Bar airstrips.

Cleanup and repair of runways, tiedown, and camping areas has improved the serviceability of these strips, and reduced the USFS's cost of operation.

All pilots owe thanks to these volunteers from Idaho and the Washington Pilots Association. Special thanks to the Payette National Forest for their fine volunteer encouragement program and especially to the Ada County Aerial Sheriff's Association for soliciting additional volunteers and coordinating several work projects.

For more information on how to get involved in volunteer projects call the Bureau of Aeronautics, or the Payette National Forest, 634-8151.

NEW FBO DOING BUSINESS AT DRIGGS AIRPORT

The Driggs Airport has a new FBO doing business as "Grand Valley Aviation." Fuel, both 100 and Jet A is available along with glider and power instruction.

Bring this issue of the newsletter and receive 15 cents off per gallon.

We'll be happy to take people to Teton River for great trout fishing and, for a nominal fee, up to Grand Targhee Ski Resort during the winter and summer.

A great bed and breakfast is available nearby with pilot discounts. Grand Targhee is now open during the summer and features a wonderful Sunday brunch. Come visit us!!

Eric Soyland,
Owner/Chief Pilot
Grand Valley Aviation
P.O. Box 501
Driggs, ID 83422

THE IDAHO 99s KEEP BUSY DURING SUMMER

The Idaho Chapter of 99s has been busy this summer. The chapter hosted "The Great Northwest Air Rally" proficiency race and poker run June 24th and 25th. The proficiency race tests the pilot's skill and knowledge of their aircraft; the poker run adds an element of luck and allows for passenger participation. Reeder Air Service of Twin Falls, Burley Air Service, and Jackpot, Nevada, Cactus Pete's get a big thank you for helping with the Race.

The 99s from Seattle and Portland were impressed with our Idaho hospitality and had a wonderful time. A 99 from Bend, Oregon was the first place winner. There was less than 1/4000 of a point difference between first and second place. These ladies really know their aircraft.

Idaho Chapter plans for this summer include travel to New York City for the International Convention of 99s. Gene Nora Jessen, International President, will travel to Amman, Jordan, as a special guest of the King of Jordan, for an international aviation conference.

Several airport markings and an overnight campout in the backcountry will provide a summer of fun, work and camaraderie.

June 26th the "Air Race Classic," a 300 mile cross-country race, will go through Jackpot, Nevada. This grueling cross-country speed race has been testing endurance and fortitude since 1929.

Contestants fly a variety of aircraft and fly against a handicap. The local 99s will help time and cheer on the contestants.

Why do so many people, especially lady pilots, fly air races? Until recently so many women were denied professional places in the aviation industry and air racing gave women an outlet to increase their professionalism and skills.

Once commercial aviation and war reduced the number of men in races, it became a woman's domain. In the last twenty years there has been an increase in the number of men racing, and the competition is really keen.

If you'd like to try this sport but are reluctant to enter, give it a second thought. You will be amazed at the increase of your knowledge about your aircraft, once you compete with yourself, your Owner's Handbook, and other competitors!

You meet a lot of really interesting and knowledgeable pilots and have a lot of fun in the bargain. Try it, you'll like it!

—Anita Lewis

ACTION TOWARDS GOALS REVIEWED IN PROGRESS REPORT BY BUREAU

The Bureau of Aeronautics establishes goals to provide guidance toward an effective and efficient state aeronautics program. Here are some one-liners covering Bureau actions toward last year's goals:

Increase Communications With Pilots, Officials and Groups

- statewide meetings seeking input
- positive follow-up on requests
- full disclosure of goals, expenditures, and programs.

Maintain Air Access

- active in Shearer airstrip reopening
- petitioned to reopen Cascade Reservoir
- performed study of potential airstrip site on Main Salmon River

Identify Airport Needs & Financing

- collected statewide information on needed construction/repair
- developed action plan for determining airport financing

Improve Search & Rescue Capability

- sponsored training for SAR Coordinators
- developed improved procedures for statewide response

Proper & Efficient Administration

- no discrepancies cited during audit by Legislative Auditor
- airport grant program increased by \$50,000 through cost savings in Bureau operations

Assess & Meet Aviation Safety Needs

- assisted with information and legislative liaison for beefed-up drunk-flying law

IMPROVED RADAR COVERAGE FOR SOUTH IDAHO

By year's end, the FAA will have additional ARTC coverage in the Twin Falls-Burley-Pocatello area. The improvements will be provided when FAA begins using radar beacon data from the airport radar at Mountain Home AFB.

For aircraft using transponders, the new coverage capability extends to 200 nm and down to approximately 6,000' MSL in the Twin Falls-Burley area.

Non-transponder, or "primary radar" coverage, however, will not be affected.

The Bureau of Aeronautics will continue to study the need for lower radar coverage and make appropriate requests for additional FAA facilities.

REGISTRATION IS IN LIEU OF PROPERTY TAX

Aircraft registration was due on Jan. 1, 1989. Each year there are owners who wait until the unregistered aircraft are reported to the County Assessors in November and then they want to register.

Remember that aircraft registration is **in lieu of** personal property tax and is much less money.

After these unregistered aircraft have been assessed as personal property they cannot be registered for 1989.

If your aircraft does not bear a 1989 decal you need to send in your registration fee prior to the **Nov. 6, 1989**, deadline.

CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
July-August			
29-13	Sailplane Meeting	Hailey	Tom Dixon - 376-6718
August			
2	FAA brown bag	Boise FAA	Noon John Goostrey 334-1238
5	Pocatello Air Show	Pocatello	8 a.m. Gates Open Rick Streett - 233-3976 Paul Smith - 232-5310
9-13	Airshow Canada	Abbotsford, B.C.	Ray McAllister (604) 660-4165
11-13	Wendover '89 Air Races	Wendover, UT	Kay Eckardt (801) 581-1332
12	99's Fly-in Boise to Burns, OR		
18-20	Balloons over Boise	Boise	6:00 Fairgrounds
19-20	Washington State Airfair	Everett, WA	(206) 355-2266
23-27	Inland SAR Course	Portland, OR	John Maakestad (208) 334-8775 John Overholser (503) 668-9665
26	Aerofair '89	Portland, OR	
September			
2-4	CAF Air Show	Salt Lake City, UT	
6	FAA brown bag	Boise FAA	12:00 John Goostrey 334-1238
8-10	Tennessee Air Tour '89		Kathy Sloan (615) 7441-3208
14-17	Reno Air Races	Stead Airport	Reno Air Race (702) 826-4500
October			
4	FAA brown bag	Boise FAA	12:00 John Goostrey 334-1238
17-22	Aviation-Expo/ China Beijing		Linda Davidson (202) 659-4557

MORE SUPPORT FOR AVIATION LIABILITY REFORM

Additional support for general aviation product liability legislation has come from none other than DOT Secretary Samuel Skinner and President Bush. As reported in **Business Aviation** on May 29, Secretary Skinner endorsed HR 1307 in a letter to Rep. Glenn Anderson, Chairman of the House Public Works and Transportation Committee.

Skinner was also quoted as saying that President Bush "...wants us to move forward on that this year." (The product liability issue).

You can inform your Congressman of your position on the issue by writing to:
Rep. Larry Craig (R)
Room 1034, Longworth
House Office Building
Washington, D.C. 20515

Rep. Richard Stallings (D)
Room 1221, Longworth
House Office Building
Washington, D.C. 20515

For more information on HR 1307, call the Bureau of Aeronautics at (208) 334-8775.

CHIEF'S BRIEF

From front page

rehabilitation for the next ten years shows a "state-share" total of nearly \$16.5 million, or roughly \$1.5 million per year. This summer and fall we'll be asking you for ideas and recommendations on how much of this the state should take on and how to pay for it. See related story: Ten Year Plan for Idaho Airports.

Bureau Goals

Listed here are this year's goals I have established for the Bureau.

- Promote an increase in general aviation activity,
- Increase communication with pilots, aviation officials, and groups,
- Maintain/restore air access to all parts of the state,
- Implement a plan to meet the financial needs of Idaho airports,
- Improve Idaho's SAR capability,
- Perform proper/efficient administration of Bureau's responsibility.

The first goal relating to general aviation activity has been added to goals set last year. See article in this issue on last year's effort.

AIRPORT DIRECTORY CHANGES LISTED

AIRPORT MANAGERS

American Falls: Change address to — 2617 Lakeview Rd., American Falls, ID 83211.

Atlanta - Greene (Pvt) Airport: Change address and phone number to — Greene Tree, Inc., P.O. Box 39, Atlanta, ID 83601, Tel. 208/864-2168.

Coeur d'Alene Air Terminal: Change address of airport Operations Manager to — 11401 Airport Drive, Hayden Lake, ID 83835.

St. Maries: Delete Manager's work phone number 208/245-2651.

Rockford: Change telephone number to — 208/785-5005, Ext. 215

Driggs: New FBO — Eric Soyland, Grand Valley Aviation, P.O. Box 501, Driggs, ID 83422, Tel. HOLD FOR NUMBER

Glenns Ferry: Runway 8/26 "Distance to Go" markers installed.

St. Maries: New paved partial parallel 30' wide taxiway with retroreflective reflectors.

Sandpoint: New medium intensity runway lights, clear/green beacon, retroreflective reflectors on parallel taxiway.

Silverwood: Low intensity runway lights, prearrange activation by telephone call to Airport Manager, 208/683-2441.

Richter VASI installed on Runway 03.

Runway 03 threshold displaced 50' for narrow gauge railroad crossing 75' from end of runway.

UNICOM Frequency is 122.7 MHz.

Note: New Silverwood facilities include narrow gauge tourist railroad, air museum, restaurants, lounge, gift shops. Frequent scheduled air shows, glider activity and parachute jumping.

BE ALERT FOR LOW LEVEL MILITARY ROUTES

There are numerous low level military training routes throughout the State of Idaho. These routes are flown day and night and some are flown IFR.

As part of your preflight planning you should call the FSS and get the times when the route or routes affecting your flight are being used.

There are two designations of these low level routes, VR and IR. The VR routes are flown day and night in VFR conditions and the altitudes will be 500' AGL to 1000' AGL.

The IR routes are flown in instrument conditions, typically 1000' AGL to 1500' AGL. The safest way to cross an IR or VR Route is 90° to the route and at an altitude above the highest normally used.

You should ensure all lights and strobes are on and if you see one fighter aircraft, be alert for others, because they are rarely flying alone.

Idaho Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

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